

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CR 290

Name: CO-26 / Legion Rd over Watts Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/> X <input type="checkbox"/>	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None	
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

gmg

**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

MHT NO. CAR-290

NAME AND SHA NO.: CO 26

LOCATION

Road Name and Number: Legion Road over Watts Creek

City/Town: Denton X vicinity

County: Caroline

Ownership: State X County Municipal Other

Bridge projects over: Road Railway X Water Land

Is bridge located within designated district?: yes X no

 NR listed district NR determined eligible district

 locally designated other

Name of District

BRIDGE TYPE

 Timber Bridge

 Beam Bridge Truss-Covered Trestle Timber-and-Concrete

 Stone Arch Bridge

 Metal Truss Bridge

 Moveable Bridge

 Swing Bascule Single Leaf Bascule Multiple Leaf

 Vertical Lift Retractable Pontoon

 Metal Girder

 Rolled Girder Rolled Girder Concrete Encased

 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

 Metal Cantilever

X Concrete

 Concrete Arch Concrete Slab X Concrete Beam Rigid Frame

 Other Type Name

DESCRIPTION

Describe the Setting:

Bridge # CO 26, located just southeast of the town of Denton, Maryland, in the Tidewater or Coastal Plain physiographic region, carries Legion Road over Watts Creek. Legion Road runs northwest-southeast and Watts Creek flows northerly. Several small houses are located within a few hundred yards of the bridge.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Bridge # CO 26 is a simple, single-span concrete beam bridge with a total length of 24'-0" and a total clear roadway width of 21'-0". The single span measures 24'-0". The macadam roadway approaches, both of which occur on a curve as well as a slight downgrade approaching the bridge, measure 19'-6" with no shoulders. There are no guardrails at the approaches. The bridge itself consists of full-height concrete abutments and wingwalls with concrete parapets and stringers. Each wingwall is embellished with a single groove cut in a triangular shape running around the borders. The concrete parapets are similarly embellished with two single grooved rectangles placed adjacent to one another. The deck consists of a concrete slab with earth fill and a macadam wearing surface. There are no walkways at the sides of the bridge. A date plaque reading "1911" is imprinted into the concrete on the interior face of the downstream parapet.

Inspection reports from 1963 and 1965 noted cracked wingwalls. The 1988 inspection report, which noted cracked wingwalls and general deterioration throughout, as well as lateral movement of the wingwalls, severe scour near one abutment, and an inadequate waterway opening. The 1991 report noted settled pavement, general deck deterioration, broken and cracked parapets, and spalled stringers. In the 1993 report, railings and wingwalls were both given a "poor" rating.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

According to documentary evidence, Bridge # CO 26 has not undergone any major alterations.

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HISTORY

When Built: 1911

Why Built: Statewide road improvement programs and local transportation needs

Who Built: Unknown

Who Designed: Unknown

Why Altered: N/A

Was this bridge built as part of an organized bridge building campaign?: No

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Road improvements in Caroline County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Bridge # CO 26 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

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Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

No, the structure is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No, the bridge does not retain integrity of the primary character-defining elements of a concrete beam bridge. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

The manufacturer, designer and/or engineer of this bridge are unknown at this time.

Should this bridge be given further study before significance analysis is made, and why?

No, the structure should not be given further study. Its current deteriorated condition and possible previous repairs place its integrity in doubt.

BIBLIOGRAPHY

Spero, P.A. C. & Company and Louis Berger & Associates
1994 *Historic Bridges in Maryland: Historic Context Report.*
 Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

Caroline County Department of Public Works
 Bridge Inspection Reports (1961 through 1993). On file in DPW building, Wilmuth Street, Denton.

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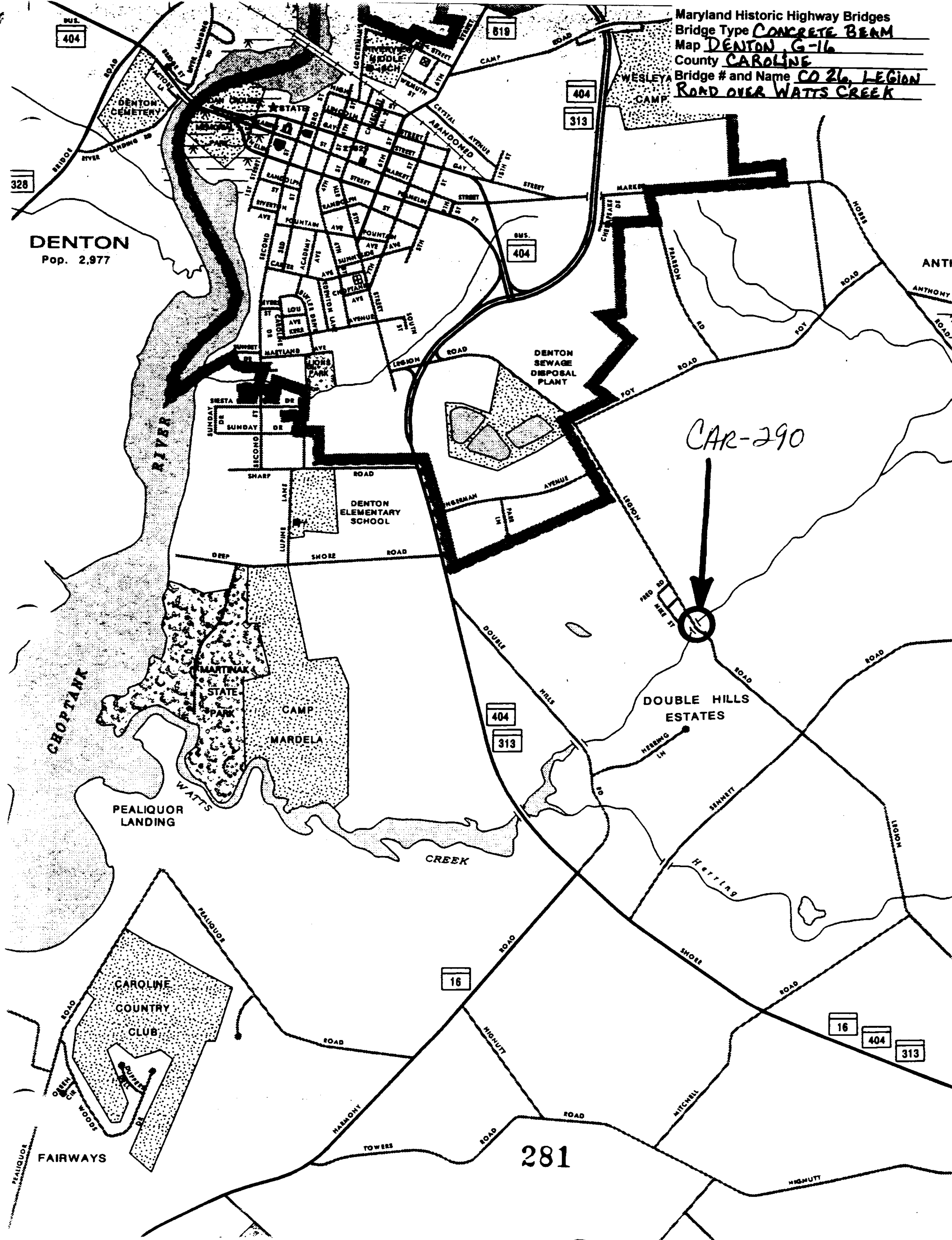
MHT NO. CAR-290

SURVEYOR INFORMATION

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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map DENTON G-16
County CAROLINE
Bridge # and Name CO 26, LEGION
ROAD OVER WATTS CREEK



DENTON
Pop. 2,977

281



CAR-290

CAROLINE COUNTY, MD

MATT HICKSON

2-2-95

~~MARYLAND SHPO~~ SHA

BRIDGE NO. CD-26, VIEW SE ALONG LEGION ROAD

1 OF 5



CAR-290

CAROLINE COUNTY, MD

MATT HICKSON

2-2-95

~~MARYLAND~~ SHPO SHA

BRIDGE No. CO-26, VIEW NW ALONG LEGION ROAD

2 OF 5



CAR-290

CAROLINE COUNTY, MD

MATT HICKSON

2-2-95

~~MARYLAND SHPD~~ S/TA

BRIDGE NO. CD-26, "1911" IMPRINT ON DOWNSTREAM
PARAPET

3 OF 5



CAR-290

CAROLINE COUNTY, MD

MATT HICKSON

2-2-05

~~MARYLAND SHPD~~ S HA

BRIDGE No. CO-26, LOOKING DOWNSTREAM (SOUTH)

4 OF 5



CAR-290

CAROLINE COUNTY, MD

MATT HICKSON

2-2-95

~~MARYLAND SHPD~~ SITA

BRIDGE NO. CO-26, LOOKING UPSTREAM (EAST)

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